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B-26 SURVIVABILITY - SOUTH CHINA

1. SUMMARY

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missions in this general area of China it can be assumed that the aircraft will be under constant radar surveillance from approximately 40-50 miles prior to Coast in Point to 40-50 miles after Coast out Point. There is one airfield within range of the mission aircraft that has A. I. equipped fighters (Hsingning 2408N-11546E). There are no known AAA units along the route of the mission aircraft. One searchlight unit is believed to be very near the mission aircraft route (located on a 1960 flight).

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a. Radar Tracking

It is expected that the mission aircraft will be under constant radar surveillance from 40-50 miles prior to Coast in Point and after Coast out Point (both Early Warning and Ground Control Intercept). Past missions show that the ChiCom do have the capability to track low-altitude penetration with accuracy and continuity.

b. Fighters

Although the airfield at Hsingning (2408N-11546E) does have A. I. equipped fighters and is well within range of the mission route it is not anticipated that these fighters will be launched against the mission aircraft. The usual ChiCom tactic is to hold their fighters until the hostile has to penetrate the AAA *belt" (an area approximately 25-50 miles inland from the coast).

c. Anti-Aircraft Artillery (AAA)

Although the mission aircraft route is over no known AAA units, this is the area where least is known concerning location and as a result

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will constitute the most serious threat to the mission aircraft. Because the mission aircraft will have no warning or jamming equipment on board for AAA this produces an additional threat.

d. Searchlights (S/L)

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Searchlights are norma	lly co-located with AAA units. The mission
aircraft passes very near to a	S/L unit (2257N-11545E) discovered on an
mission in 1960. If th	e mission is flown it is recommended that
the Turning Points (TP) be alte	red to avoid this area.
2. In view of the above it is	estimated that the mission aircraft will
have a better than 50% chance o	f surviving.
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